

in its requirements and grand in its resources, its whole process of construction must be the same case and as illustrative of the time as the several thousands of laborers on the road at the present time. The bonds of the company will be distributed from every monetary centre in the country, as well as everywhere at the present time. In order to make the needed resources available, and also to lay the foundation for future profits for the road, the company have taken the most judicious course, which will turn that now desert region of the country into a fertile and productive one. The Missouri River itself does not have a single bend in its course, and the government has been repaid for its magnificent gift, in the fact that the whole of the public lands that are left, and in the fact that the driving forces of the Union. This brings us to the fact that the company is a public utility. Not only does it promise to open up and develop one of its best sections of the country, but it also provides for the other great bond of union for the States, and it helps to crowd out Mormonism and

with convenient make's, save the government vast sums in the transportation of mails and troops, and will be a great benefit to the North Pacific without easy control, and will supply a great link in the chain of the commerce. Being on the direct line of commerce, the old East, this route will bring Shanghai 1,600 miles nearer to New York than it is by any existing route, and will be a great link to the whole of Europe in its commerce with the East, as much as a ship, loaded at the company's wharf in New York, could thread its way to the Atlantic Ocean, discharging its favored cargo in Liverpool or London, or Havre or Hamburg. Such, in mere outline, is the plan of the proposed enterprise. It is a project which could neither have been conceived nor executed, demanded nor used, in any other age of the world. It is worth the study of every one who would command the present or attain to any glimpses of the future.—*Every Saturday*.

the sympathies of your correspondent enlisted in behalf of poor creditors remind me of the compassion of the little boy, who on seeing the picture of Daniel and his lions, was so grieved at the prospect that the little lion in the corner would not get any of his him. It is a legal maxim supposed to be founded in justice, that the law does not afford its aid to those who sleep and certain-ly a community of landlords and other traders is gullible as to allow many repetitions of the "perfidious" confidence operations described by you. It is a pity that it is a requirement too much for a lawyer to ask that laws should be kept in force, though I am certain that they save creditors the trouble of "crossing the street" to ascertain the responsibility of a customer.

In the case stated of a man receiving monthly wages, arrest is not the only effective

ance, and in that case, if credit is refused, the claim of starving himself and family rests upon the State, as it does in any case, by his deceitful profligacy, and by the loss of his reputation for honesty and fair dealing. As the law stands at present any one who makes a mortgage, or a deed, or a will, or a contract, or a law of his debtor, and on making a default he has reason to suspect him of an infirmity without a remedy to the State, he can do this without a y^e regard to the law, and to his own claim. Personal liberty is snatched from a man, with no chance for its protection; and the State is bound to pay an immediate payment of the debt and its costs, and the debtor, or a disclosure of his affairs, which may show the debt is at the lowest limit viz: ten dollars, and the State is bound to pay the same, if accompanied by vexatious delay, and to a punitive man, inconceivable annoyance—no opportunity of releasing himself by giving bond, or of releasing the officer sufficient security for personal appearance, but this is a consideration of the

No one will deny the justice of protecting honest debtors from fraud, and providing a suitable remedy for the benefit of creditors, who suffer due to the fraud of others. But it is very likely to lose their just dues; but when that remedy is so severe as the punishment of imprisonment, it is not to be used as a garden of it may fall upon an innocent though unfortunate man, every precaution should be observed, and every facility offered to guard against its being applied to the innocent. It is a relief for the poor man, who, with the full intention to pay all his liabilities, has found himself unable to do so, and, unable to discharge as soon as desired.

The state of Maine stands preeminent for justice and liberality of its system of justice. It is not to be expected that it will regard to the poor debtor's law:

1. Is not the limit of indebtedness, which authorize an arrest, viz. ten dollars, too low?
2. Should not provision be made, that in case of arrest or mesne process, a debtor, on

The Vermont Central Railroad by the ratification of the lease of the Rutland & Burlington Railroad to it, has been enabled to complete the last link in its chain of connections, and to place under its control the great railroad interests of Vermont. This latter operation has been accomplished by the corporation in less than a month for several months. In connection with its successful efforts in the Northern States, the Vermont Central may fairly assume to be the right hand of the Vermont

One dark night, not long ago, a burglar entered a private residence on Sixth avenue—a night of stairs he observed a light in a large window and he thought that to do, a chain of money suddenly descended upon him, seized him by the throat, forced him down through the hall, and pushed him

the couple refused of a burglar by a woman, and the next day the newspaper carried a headline: "Woman's Rape of Burgers Next Day." But when friends called and congratulated her upon her courage, she exclaimed: "I was a burglar! I was a burglar! I was a burglar!" It was obvious I didn't know what she was talking about. I was frightened half to death. I thought it was my husband come home drunk again, and I said: "You shouldn't stay in his house at that condition."

Mattie Paterson delivered temperance lectures in Poughkeepsie, some evening ones, which was well attended, and pronounced a very good one, and for which the lecturer was paid \$18. The chief of police of the city, in looking over some photographs sent to aid him in making arrests, found the likeness of Mattie Paterson in the collection. It was soon ascertained that she was a woman, and that her paramour was a book agent named James, with whom she lived at Newburgh; and that she had been a well known hotel in Poughkeepsie; that, having become married

—A physician, who was something of a colored, called on a colored Baptist minister, and, as a result, had some puzzling questions. "Why," he said, "are you not able to do the same miracles that the apostles did? They were protected against poisons and all kinds of illnesses. How is it that you are not protected the same way?" The colored brother responded promptly: "Don't know about that. I am a doctor. I have taken a mighty sight of strong medicines from you, doctor, and I am alive yet."

attle fearfully. One of the party recently came down from the mountain on a piece of board placed over the centre rail containing the ratchet work of the railroad, is about 45 minutes, regulating the velocity with a pair of short legs from sleeper to sleeper—distance.

STEAMERS

STEWART

"WOOD UP!" "ALL ABORD!"

When you go west for tickets via
Links Shore and Michigan Southern
on
Pennsylvania Central Railroad
The best and quickest running roads on the continent.
Sure connections, and rates as low or lower than any other route.

When you go south ask for tickets via
Great Southern Mail Route
Which has been put in the most excellent repair and now makes connections promptly. By this route you are privileged to stop at Washington, D. C. and visit places of interest.

When you go East always ask for tickets via
**FALL RIVER LINE,
STEAMERS BRISTOL AND PROVIDENCE.**
Fast Steeds secure the lowest extra charge
Also through tickets to NEWBURY for the
Stonington Line.

Springfield Route, all rail,
Shore Line, All Rail,
Can be found at the
**Railroad Ticket Agency,
175 Fore and 1 Exchange Sts., Portland.**
HENRY P. WOOD, Agent.
Time Tables, Maps, and all necessary information furnished on request.
J. B. 24

Portland & Ogdensburg R. R.
On and after Monday, September 26th, 1905,
the following passenger trains will be run
between Portland and Ogdensburg, and
intermediate points, as follows:
No. 1, a train from Portland, and intermediate
points, at 9 a. m., and 1:45 p. m.
No. 2, a train from Ogdensburg, and intermediate
points, at 8 a. m., and 12:15 p. m.
The 8 a. m. train from W. Baldwin, and the 1:45
p. m. train from Ogdensburg, will be operated
with passenger car attached.

Connections made as follows:
At So. Windham daily for Bridgton via. Bangor
and Kennebunk.
At White Rock daily for Great Falls and
Steeple Falls daily for Linton.
At Steeple Falls daily for Linton, and at Wells via. N. &
E. & P. & W. daily.
At So. Windham daily for Freedom, N. H., via
Cornish, Keegan Falls and Portland, and Tuesday,
Wednesday and Saturday for Orono Centre.
At E. Baldwin, Tuesday, Thursday, and
Saturday, (returning alternate days) for Sebago,
Sebago, Bridgton, Kennebunk, and Portland.
At E. Baldwin daily for So. Coway, N. H., via
Linton, Freedom, and Portland.
At Portland, Monday, Wednesday, and
Friday, for Portland, and by the 12:30 p. m.
train from W. Baldwin arrive in Portland in season
for the New York and Boston route.
Ticket for sale at Ticket Office of P. & O. R. R. at
Portland.
S. A. W. J. ANDERSON, Agent
December 28, 1870.

PORTLAND RAILWAY

BOSTON
—AND—
PHILADELPHIA
Steamship Line.

Leave each way Wednesday & Saturday
at 10 o'clock.

From Long Wharf, Boston, to
Pine Street Wharf, Philadelphia,
Philadelphia to Long Wharf, Boston,
Insurance one-half the rate of
other lines.

Freight for the West by Penn. R. & S.
by connecting lines forwarding to
any point in the West.

PASSAGE, TEN DOLLARS.
For Freight & Passage apply to
WHITNEY & HATFIELD, Agents
125-127
70 Long Wharf, Boston

International Steamship
Eastport, Calais and St. John
DIGBY, WINDSOR AND HALLOW

Winter Arrangement.
ONE TRIP PER WEEK
On and after MONDAY, JAN. 23rd,
the Steamer New Brunswick, Capt. S. B. C. Bailey, will leave
Eastport, Calais, St. John, Windsor, and
Hallow for Portland, and return
for Eastport and St. John.
Returning will leave St. John and Eastport
TUESDAY.

Connecting at Eastport with the
STEAMER, for St. Andrews and Calais and
N. B. & C. Railway to New Brunswick.
Connecting at St. John with the Steamer
PRESBY for Digby and Annapolis, thence by
the New Brunswick Railway to New Brunswick
for Sebec, and intermediate stations.
Returning will leave Sebec, and
St. M. Winter rates will be sailing until
February 15th.
J. A. STUBBS, Agent
dec21

Maine Steamship Company
NEW ARRANGEMENT
Semi-Weekly Line
The regular steamer, run as follows:
Leave Calais Wharf, Portland, on
MONDAY and THURSDAY, at 12.5. M., and
Pier 86 1/2, every MONDAY and
THURSDAY at 12.5. M.
The Digby and Grand Haven are fitted up with
accommodations for passengers, and are
most convenient and comfortable routes for travel
between Portland and Digby.

is forwarded to, and from, the

WINTER ARRANGEMENT.

On and after Monday, Oct. 31, 1876, Trains will run as follows:

Passenger train at 7.10 A. M. for South Paris and intermediate stations. Arriving at South Paris at 9.30 A. M.

Mail Train (stopping at all stations for Island and connecting night mail train for Quebec, Montreal and the West, at 1.30 P. M.) will leave South Paris for South Paris and intermediate stations at 5.30 P. M.

Passenger train will arrive as follows:

From South Paris at 7.10 A. M. and 8.45 A. M. from Montreal, Quebec, Gorham, and Bangor at 2.10 P. M.

Accommodation from South Paris, at 7 P. M.

Trains will run on all night except Sunday.

The Company are not responsible for baggage in amount exceeding \$500 payable (and that probably) in case of loss, and the rate of one passenger for every 500 additional value.

R. BAILEY, Local Superintendent,
Portland, Oct. 30th 1876. office—oct

Reduced Rates.

For California,

Overland via. Pacific Railroad.

By or Steamer via. Panama to San Francisco, and thence by the Pacific Railroad to Portland, **ONE RATE,** by

W. D. LITTLE & CO.,
UNION TICKET OFFICE,
corner Wynn-Street 49-1-2 Exchange street

You are Going West

Secure Tickets by the
Safest, Best and Most Reliable Routes!

THROUGH TICKETS

FROM PORTLAND, VIA BOSTON, to all points in the WEST, SOUTH and NORTH-WEST, furnished at the lowest rates, with the exception of the ONLY UNION TICKET OFFICE,

No. 41-1-2 Exchange Street,
W. D. LITTLE & CO., Agents.

Mar 20-11

Portland, Saco, & Portsmouth R. R. R.

SUMMER ARRANGEMENT.

Commencing Monday, May 2, '70.

PASSENGER TRAINS leave Portland for Saco, at 6.15, and 8.40 A. M., and for Portsmouth at 6.15, and 8.40 A. M., and 5.05 and 6.00 P. M.

Freight Trains leave Portland for Saco, at 6.15, and 8.40 A. M., and for Portsmouth at 6.15, and 8.40 A. M., and 5.05 and 6.00 P. M.

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